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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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REPORT

50X1

COUNTRY Czechoslovakia

DATE DISTR. 31 Jul 53

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THIS IS UNEVALUATED INFORMATION

1. The Air Transport Regiment (Dopravni Letecky Pluk-DLP-1), located at the Prague-Kbely Airfield, Enclosure A. Point No. 17, was formed at Kbely 5009N-1434E. It had two flights; one, a normal transport flight; carried military parachutists, military passengers, and freight. The second was the Training Flight. Sometime in 1952 a second transport flight was added to the Regiment. The Regiment was not subordinated to any divisional or corps headquarters, but was directly subordinate to the Air Section of the Ministry of Defense.
2. was completed in the Fall of 1952. course. Each course lasted approximately 10 months. At the end of each course there was an interval (duration unknown) before the next course began. Any time lost due to bad weather was made up in good weather.
3. Each course was attended by approximately 25 pilots, 40 radio operators and 10 flight engineers. Each pilot-student had to be a graduate of the Pilot Training School in Prostějov 4928N-1707E and was required to be a member of the Communist Party. No students failed the course, since only the most qualified and promising men were sent by their respective regiments to attend the school.

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4. The training course consisted of theoretical instruction and flying in transport aircraft (DC-3's and JU-52's). The main purpose of the course was instruction and practical experience in instrument flying, both by day and by night. [] this was the only instrument flying training unit in Czechoslovakia.

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5. Theoretical training comprised the following subjects []

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- a. Theory of flying
- b. Navigation
- c. Meteorology
- d. Aircraft engines
- e. Radio operation
- f. Theory of landing procedure
- g. Instruments
- h. Political instruction
- i. Russian language (not compulsory)
- j. Russian and English air/ground and ground/air procedures
- k. Morse code
- l. Physical training

The theoretical instruction was merely refresher training and flying was not correlated with the theory. Most of the students were young pilots with recent training and to them the classroom work was boring. The older students were the only ones who experienced any difficulty with the theory. Pilots and radio operators studied together during instruction in navigation, meteorology, politics, Russian language, and Russian and English air/ground and ground/air procedures, and for physical training. Written tests were held three or four times a month, but irregularly. The main test was at the end of the course.

6. All three categories of students trained together in practical flying, conversion training and instrument flying training, aimed at providing the students with the requisite number of hours experience. Flying was irregular, depending on visibility. Weather permitting, students spent a day in theoretical instruction followed by a day in flying exercises. Each student had to total 100 hours in Ju-52's (80 hours solo) and 300 hours in DC-3's (250 hours solo). All flying, except take-offs and landings, was done by use of instruments. Occasionally take-offs were made on instruments. Night flying took place in good and bad weather, on clear and dark nights, provided visibility was adequate. Night landings were made without any landing aids, and using QGH (a Czech landing system) instruments, Lorenz, SBA, and radio beacons. VHF R/T talk-down procedure was explained at Prague-Ruzyně (but not in practice). During the final stages of the course "orientation flights" were made both by day and by night. These flights were made so that supervisory pilots could check the performance of the students. Pupils used "wheelers" (two point landings) at night. Three point landings were rarely made and only in the daytime. Although there were two Link trainers at the airfield, which [] were of US origin, both were unserviceable and [] no attempt to repair them.

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7. Radio aids used in the course were the same as those used in civilian aircraft [redacted]

8. Of the 25 pilot-students in the course, nine were posted to CSA after graduation; the remainder stayed with the Regiment as transport pilots (but were transferred later to CSA). [redacted]

Persons associated with this course are listed below:

a. Commanders:

SUCHARA, (fnu): major; Commander of the Regiment; ardent Communist; [redacted]

BIBA, (fnu): captain; assistant to commander; flight engineer; [redacted]

b. Training Flight Pilot Instructors:

HREBIK, (fnu): first lieutenant [redacted]

JURICA, (fnu): first lieutenant.

NUSL, (fnu): senior lieutenant.

PECH, (fnu): captain [redacted]

SKORPIL, (fnu): senior lieutenant; now with CSA as a pilot inspector.

TOMAN, (fnu): captain; very nervous; referred to as "nervous" (nervak) [redacted]

c. Student Pilots:

BARTA, Jan: from Navigation School at Hradec Kralove /5013N-1550E/; with CSA [redacted]

BERAN, Miroslav: from 25th Regiment, Brno; Communist; with CSA [redacted]

BILEK, Jiri: from 25th Regiment, Brno; Communist; with CSA [redacted]

DZUREK, Milan: from Radio School, Chrudim /4957N-1548E/; Communist; with CSA [redacted]

HOUSA, Jan: [redacted]

JUNEC, Jiri: from reconnaissance regiment, Brno.

KLUCKY, Miroslav: [redacted] with CSA [redacted]

KOUT, Zdenek: from the reconnaissance regiment, Brno with CSA [redacted]

KOVARIK, (fnu): with CSA [redacted]

KRUPKA, Loiz: from 25th Regiment, Brno; Communist; with CSA [redacted]

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MACALAK, Jurda: from 25th Regiment, Brno; Communist; with CSA

MASTNY, Gustav: from Military Geographical Survey Institute
in Prague; with CSA

POLANSKY, Poldo: from reconnaissance regiment, Brno.

RABCAN, Stefan: with CSA

ROZBORIL, Josef: with CSA

SEDLACEK, Zdenek: from reconnaissance regiment, Brno.

SUSKY, Miroslav: from the reconnaissance regiment, Brno;
ardent Communist; with CSA

ULMAN, Olda: ardent Communist; with CSA

ZASPAL, Karel: from Navigation School at Hradec Kralove.

9. The Air Transport Regiment had approximately 15 - 20 DC-3's, 7 JU-52's,
10 Aero-45's, and 3 Siebels; all belonged to the Transport Flight.
They were put at the disposal of the Training Flight as required. The
second Transport Flight added to the Regiment in 1952 consisted of
LI-2's

10. There were no Soviet personalities in the Regiment, but directives were
gradually changing the training system from Czechoslovakian to Soviet.

11. Inspections were conducted by unskilled personnel. The standard was
even worse than that in CSA. Major overhauls were
carried out at the Prague-Ruzyně Airfield by CSA personnel.

12. White lights, 50 - 100 m. distance apart, marked each side
of the runway for night landings. A red light marked the beginning
of the runway.

Enclosure:

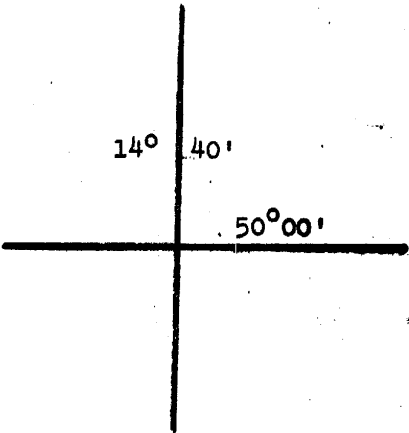
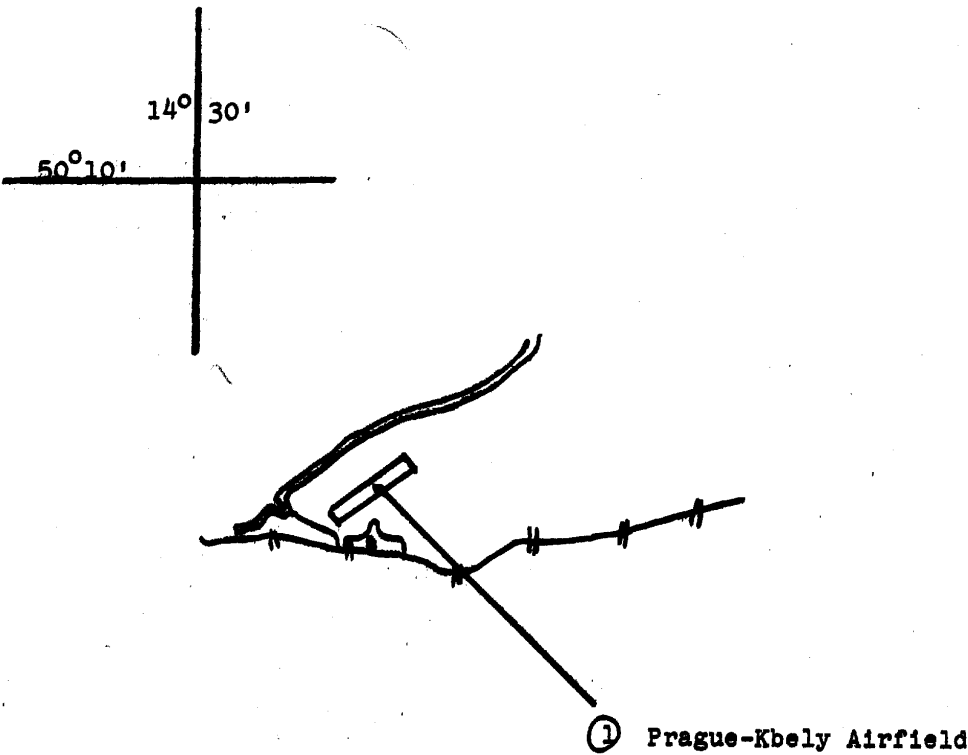
A. Overlay on GSGS 4416, Scale 1:100,000, Sheet T-9, Prague /5005N-1428E/

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ENCLOSURE A:

Overlay of GSGS 4416, Scale 1:100,000, Sheet T-9, Prague ~~5005N-1428E~~



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